

One vessel bearing the name *Samuel L. Southard* was a 176 ton schooner built in 1834; schooners were typically two-masted vessels. It had a copper bottom to prevent decay. It appears in shipping news in New York newspapers beginning July 1834 and is definitely identified last in November 1845. It may have appeared earlier or later as just the *Southard* but there were several vessels sailing at this time that could be meant by an abbreviated name such as the barque *T.J. Southard*, the *Eliza Southard*, etc. In fact a ship builder from Maine often used the name Southard in his vessels – he was T.I. Southard – but a list of over 60 of 75 vessels he built (on wikipedia) does not contain this schooner.

An incident report from November 1837 shows that it wasn't always smooth sailing for the schooner; she encountered strong gales just north of the Florida Keys and a mate was swept overboard and lost.

In 1839 the sails and spars of the schooner were up for sale; it seems the vessel was overhauled at this time as the ship was coppered and replacing the sails and spars would make sense. On 30 April 1841 the schooner was auctioned in Brooklyn to settle debts.

Southard crew hit by fever in 1844: George B. Ironsides was the ships master in 1844. The schooner arrived in Baltimore from Valparaíso, Chile in early July. Later that same month it sailed under Captain Purchase to Chagres, Panama. The crew was hit by ‘fever’ probably meaning yellow fever. The schooner had to be left in port while the infection ran its course. The schooner was temporarily abandoned on 31 July in hope of stopping the spread of the fever; several crew members were already sick on shore. The captain left Chagres on the 12th of August for Jamaica. Purchase may have lived in Black River and he arrived there on the 18th. He boarded the schooner *H. Lawrence* as a passenger at Black River, Jamaica and arrived in Charleston, SC before 14 September where he is referred to as being “late of the schooner *Samuel L. Southard*.” As reported in the *New York Tribune*:

Cruise of the Vandalia, through the West Indian Seas, the Gulf, and the Gulf Stream – Seas, Islands and Currents – Chagres – People, Trade, Sickness, &c. Correspondence of The New-York Tribune. Norfolk, Va. Aug. 24th, 1843. “The Vandalia started to leave Chagres on the 31st ult....

There seem to be no politics in Chagres – no aristocracy – Whites and Blacks, Indians and Creoles, Mestizols and Mulattoes – indiscriminately;

Our vessels trading there find matters bad enough. Compelled to wait a long time for their cargoes or passengers, their crews die, and new hands are not to be procured. The death of the crew, however, is generally rather a crime than a misfortune; and, indeed, facts are such as morally, if not legally, to justify and sustain charges of murder against parties found to be within a very narrow circle of underwriters, owners and captains concerned in the trade to this wretched place. ... I allude to the fact affirmed by different captains in reply to my expostulations, that to anchor their vessels outside of the bar would be a *vitiating of their insurance*, and so they bring them inside and lay them along a mud bank in a cloud of miasma – not common tainted air, but a *sensible, visible, tangible* poison.

We left at Chagres the American schooner *Samuel L. Southard* awaiting her cargo. Only two boats of hides had come down, and there was no probability of completing her lading for some weeks. One of her crew died on the 25th July, and three or four were very ill when we left....”

New York Tribune (Tuesday, 29 August 1843)

The U.S. government reimbursed George Ironsides for expenses of \$46.58 for “Relief and protection of American seamen.” In October 1844 the schooner was again sailing, now off the west coast of South America. The vessel had rounded Cape Horn and was sailing between the Peruvian ports of Callao and Paita according to shipping news reported in June 1845. Perhaps the vessel was leased to a Peruvian merchant while it sat idle in Chagres. A possible sighting occurred in August when it is misidentified as a brig and there is one final mention of the schooner in November 1845 when it sailed to Baltimore under Captain White with a load of wheat and flour for John Boggs & Co.

In this same period a sloop with the same name appears quite infrequently. Sloops were single-masted which makes it difficult to confuse one with the other. Comparing the schooner’s known trips makes it clear that the sloop *Samuel L. Southard* was a different vessel. While the schooner under Sharp was moving sugar, rum and flour, probably between the West Indies and the Atlantic seaboard, the sloop was sailing under Crawford between New York and Baltimore.

None of the repositories of the papers of the Honorable Samuel L. Southard contain any mention of the schooner or sloop. Below is a compilation of some of the entries found that are definitely for the schooner *Samuel L. Southard* followed by those of a sloop bearing the same name. Entries are included where the information contained therein adds important facts to the body of knowledge, such as a change in captain or a destination not previously named. Whether or not the advent of the Mexican-American War (1846 – 1848) had an impact on the schooner is not known.

Date Newsp.	Date Docked	From where	To where	Name of Captain
07 16 34	07 15	Wilmington	NY	Sharp
09 22 34		Philadelphia		Sharp
11 11 34		Virginia (3 d ft)	“the master”	wood
12 04 34	12 03	Philadelphia	NY	Shaw
01 02 35				Sharp
03 19 35		West End (14 d fr)	to master	Sharp
04 30 35		? (5 d fr)		Sharp
05 27 35		Al..? (5 d fr)		Sharp
06 25 35			Georgete	Sharp
08 17 35	08 05	___ Island		(dest?)
10 20 35		West Indies		Sharp
04 08 36		(16 d fr ___ la)		Sharp
06 06 36		Philadelphia		cotton (arr or dest?)
07 05 36	06 25	Wilmington		(gene)ral stores
07 11 36	06 25 (cl'd cleared)		NY	to G.O. Van Amringe

08 11 36				Dulciner
09 27 36				Clark
12 03 36	11 23	Philadelphia	NY	Sharp
01 26 37		Philadelphia fr Rodn__		Sharp
05 11 37		Baltimore		Sharp
06 26 37				Sharp
08 17 37				Sharp "of NYork"
08 31 37		Boston		Sharp
12 04 37		10 d fr Wilmington NC		Sharp Naval stores to order
12 11 37	11 15	Apalachicola		Hall lost mate overboard
12 14 37		~30 m north of Tortugas in Gulf of Mexico ran into severe gale ESE		
01 20 38		Apalachicola FL	Hall	
03 23 38		16 d fr Apalachicola	Thorp	cotton &c to J Ogden
05 26 38		14 d fr Apalachicola	Sharp	cotton to master
06 11 38			Sharp	
07 24 38		St Croix	Sharp	
02 03 39		11 d fr St Croix	NY	Williams (logwood to
05 28 39		15 d fr (Tob)asco	NY	Bouchaud & Thebaud 3500 quintals
06 10 39		NY	Ramsdale	logwood to Bond (Bouchard) &
10 26 39		30 d	Ramsdell	Thebaud logwood, cochineal &c to Bouchard & (Thebaud)
02 19 40	02 19	21 d fr	NY	Ramsdale logwood to Bouchard & Thebaud
08 10 40			Kingston, Jamaica	Bouchard & Theobard
04 19 41		21 d fr	Ramsdale	4046 quintals logwood to Bouchard & Theobard; "no Americans"
09 01 41		30 d f T__	Ramsdale	logwood to Bouchard & Theobard
10 16 41			Tobasco	Randall Bouchard & Theobard
05 18 42		21 d fr	Ramsdell	
05 21 42	04 ??	25 d fr Tobasco	NY	Ramsdale logwood &c to Bouchard & Theobard
05 28 42	06 05 due?	Tobasco		
05 14 43			Carthagena	Pilse
07 09 44	"just arrived"	Valparaiso	Baltimore	"From Lima" (in Baltimore Sun)
09 14 44	"Late news from the Isthmus of Darien and Peru; We are much indebted to..."			(in Charleston, SC <i>Southern Patriot</i>)
08 12	Panama	08 18 Ch__res	Purchase	"late of the schooner"
		Black River Jamaica	Charleston SC	pass, schr H Lawrence

06 01 45	10 31	fr Payta	Ar at Callao	“a ___ 24, for sale” (<i>cargo, ship?</i>)
08 16 45	“a brig had passed four days (earlier) supposed to be the Sam'l L Southard, from” NY			
11 15 45	Baltimore	White	wheat & flour to John	
	(in Baltimore <i>American & Commercial Daily Advertiser</i>) Boggs & Co			

Blue indicates a ‘best guess’ from the available image

Cargo

Cochineal: carmine dye made from the cochineal insect. Large scale production of cochineal was centered in Mexico but expanded to Guatemala after 1821.

Logwood tree trunks: floated down Black River and shipped to England for making of dyes.

Quintal: defined in the United States in 1866 as 100 kilograms.

MERCHANTS

Bouchaud & Thebaud: 1820, noted NY commission house until its collapse in 1907; became Edward Thebaud & Son in 1850 when Joseph Bouchaud died and then Edward Thebaud's Sons in 1858 and Thebaud Brothers circa 1862.

J. Ogden: James De Peyster Ogden went into mercantile business in this city in 1820. His store was at 24 Broad Street. He was US Consul at Liverpool under President Jackson.

“T. Barkley”: may be Anthony Barclay of Barclay & Livingston (est 1834); was British Consul for a time.

Ports

West End: westernmost city on the island of Grand Bahama

St. Croix: part of the Danish West Indies until 1916; sugar and cotton were its chief exports.

Apalachicola: Gulf of Mexico port city in Florida’s panhandle

Tobasco: Mexican state bordering on the south coast of the Gulf of Mexico; cities with fishing fleets are located in Frontera, Sanchez Magallanes, Chilitepec and Dos Bocas. Frontera is the major port city and was probably the port meant by “Tobasco”

Black River Jamaica: port city at mouth of river of same name on southwest coast; was a busy seaport for the lucrative logwood trade.

Carthagena: could mean the port in Columbia on the Gulf of Mexico as this was a recurring destination for this vessel however it could also refer to the port city in Chile given that voyages to the Pacific Coast of South America are documented between July 1844 and June 1845.

Isthmus of Darien: Panama; the canal was finished in 1914; started by France in 1881.

Chagres, Panama: the major Atlantic port city of Panama (at the time part of Columbia) at the mouth of the Chagres River. Cargo and passengers bound for the west coast would take steamships up the river and make their way overland to Panama City where they would board another vessel. Abandoned.

Valparaiso: the only port city found with this name is Valparaíso, Chile. Florida's gulf port of this name wasn't founded until the 1920s; cities in Mexico, Columbia and Brazil are all inland.

Payta: Paita, major port in northwest Peru.

Callao: major port in Peru

Paita, Callao and Valparaíso are major Pacific Ocean ports; had to sail around the South American Cape Horn

Captains

Ransdell: captained schr *Crescent* in 1836, new clipper *Julia Ann* in 1852.

Sharp: brig *Caledonia* wrecked in the roads, captain, crew & part of cargo saved (29 May 1824)

Purchase: appears to be from Black River, Jamaica; often reported news from Chagres. May have been killed, with wife, by lightning strike to the mainmast of the *Matagorda* north of the dry Tortugas in summer 1852.

Store No. 34, Wall Street, W. & R. I. Gerard, William Gerard, auctioneer "This day, Wednesday, at 11 o'clock in front of the store. Sails, &c – For account of whom it may concern, the sails and spars of the schooner *Samuel L. Southard*. *Morning Courier and New York Enquirer* (20 February 1839)

Schooner *Samuel L. Southard* at auction. D.C. & W. Pell & Co. will sell at auction Tomorrow, at 12 o'clock, to close a concern. The coppered and copper fastened schooner *Samuel L. Southard*, burthen 176 tons, 7 years old, coppered two years since. Lies at Thos. B. Smith's stores, Brooklyn. W. Pell, Auctioneer. *Morning Courier and New York Enquirer* (29 April 1841)

Left at Chagres on the 31st July, the schooner *Samuel L. Southard*, Geo. B. Ironsides, master. One of the crew died with the fever, and the remainder are on shore sick; departure from there uncertain. (*New York Evening Post* (29 August 1843) yellow fever?

\$46.58 government expense for "Relief and protection of American seamen" was paid to George B. Ironsides, master of the schooner *Samuel L. Southard* (An Account of the Receipts and Expenditures for the United States for the fiscal year ending 30th June, 1844, page 67)

Schooner *Samuel L. Southard*, ldg. Aug 11th, lat. 24 ½, long. 84, spoke schr. *Kosiosco*, from Boston to Texas. *New York American* (Tuesday, 27 August 1839)

Sloop *Samuel L. Southard*

06 04 35	06 03	NYork	Baltimore	Crawford
08 14 35				Crawford
06 02 36	05 29	Baltimore	Philadelphia	
08 01 37	07 20	New Orleans	Baltimore	Boyer
09 05 44				“—r Philadelphia – Via Canal – sloop <i>Sam'l L Southard</i> , Samuel ---r. Apply to W Rhoads, 61 Smith’s wharf” Baltimore <i>American & Commercial Daily Advertiser</i> [W Roads & Son, commission merchant @ corner Smith’s Wharf & Pratt Rd.; ship broker, 1851 @ Pratt & Spear’s Wharf; not Panama Canal]
09 05 54	09 03	Port Ewen	Providence RI	Steen (dest & orig may be rev)

“Marine Journal – Port of New York – December 7 – Disasters The sloop *Samuel L. Southard*, Burke, from Philadelphia for Norfolk, &c. with an assorted cargo of mdze, dragged ashore on Craney Island, on Sunday night, it blew hard, and very thick – she is imperfectly tight and vessels have been sent to lighten her off.” *The Tribune* (NY 7 December 1844) Craney Island in Potomac River; probably headed up Chesapeake Bay and into the Potomac on the way to Alexandria, VA.

“Shipping Intelligence. By the eastern mail. Baltimore, July 31. Arr sloop *Samuel L. Southard*, Boyer, fr NOrleans” *New York Spectator* (Tuesday, 1 August 1837)

“Providence – Ar 3d. sloop *Samuel L. Southard*, Steen, Port Ewen – (see Mem.)” *Morning Courier and New York Enquirer* (5 September 1854) Port Ewen, NY on Hudson River north of Poughkeepsie